

to obtain funds from time to time through December 31, 1996, to finance such NGV Activities through the sale of shares of TVC common stock, \$25 par value, to Columbia at or above par value, and the sale of shares of TNGV Common Stock, \$25 par value, to TVC at or above par value provided that the aggregate amount of funds obtained by TVC from Columbia, and by TNGV from TVC, outstanding at any one time for NGV Activities shall not exceed \$7 million.

In the event that a wholly owned limited purpose subsidiary corporation of TNGV is established to engage in the NGV Activities through a non-corporate entity, such subsidiary will have mirror-image authorizations and obligations of TNGV under this filing as such relate to the relevant investment, with TNGV functioning as "passthrough" with regard to its indirect financing of the entity.

#### **Eastern Utilities Associates, et al. (70-8609)**

Eastern Utilities Associates ("EUA"), a registered holding company, and its direct subsidiary companies, Eastern Edison Company, EUA Cogenex Corporation, P.O. Box 2333, Boston, Massachusetts 02107, EUA Service Corporation, P.O. Box 543, West Bridgewater, Massachusetts 02379, and Newport Electric Corporation, 12 Turner Road, Middletown, Rhode Island 02840, and its indirect subsidiary companies, Montaup Electric Company, P.O. Box 2333, Boston, Massachusetts 02107, TransCapacity Limited Partnership, 2 Corporate Place 128, Suite 101, Wakefield, Massachusetts 01880, and Blackstone Valley Electric Company, Washington Highway, Lincoln, Rhode Island 02865 (collectively "Subsidiaries") have filed an application-declaration under Sections 6(a), 7, 9(a) and 10 of the Act and Rule 54 thereunder.

By Order dated March 8, 1991, (HCAR No. 25269) ("1991 Order"), EUA and certain of its subsidiaries were authorized, among other things, to contribute up to 200,000 common shares of EUA, \$5.00 par value per share ("Common Shares"), or cash for the purchase thereof, to the Eastern Utilities Associates Employees' Savings Plan ("Plan"), through December 15, 1995. The Common Shares issued to the Plan may be: (1) Authorized but unissued shares issued to the Plan by EUA; (2) purchased on the open market; or (3) purchase shares from EUA. Whenever cash contributions to the Plan by EUA or the participating subsidiary companies are used to purchase Common Shares from EUA, the

proceeds are added to the general funds of EUA and may be used for, among other corporate purposes, the payment or prepayment of outstanding short-term indebtedness.

The number of Common Shares available under the 1991 Order is now expected to be depleted by July 1995. Therefore, EUA and the Subsidiaries now propose to contribute an additional 150,000 common shares of EUA or cash to purchase such number of shares for the Plan, through December 15, 1997 under the terms and conditions authorized in the 1994 Order.

For the Commission, by the Division of Investment Management, pursuant to delegated authority.

**Margaret H. McFarland,**  
*Deputy Secretary.*

[FR Doc. 95-9854 Filed 4-20-95; 8:45 am]  
BILLING CODE 8010-01-M

#### **SMALL BUSINESS ADMINISTRATION**

##### **Investment Advisory Council Privatization Committee; Public Meeting**

The U.S. Small Business Investment Advisory Council, Privatization Committee, will hold a public meeting from 9 a.m. to 3 p.m. on Tuesday, April 25, 1995, at the Office of Pat Cloherty, President, Patricof & Co. Ventures, located at 445 Park Avenue, New York, NY 10022, to discuss such matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Saunders Miller, U.S. Small Business Administration, 409 Third Street, SW., Washington, DC 20426, (202) 205-6510.

Dated: April 17, 1995.

**Dorothy A. Overall,**  
*Director, Office of Advisory Councils.*

[FR Doc. 95-9860 Filed 4-20-95; 8:45 am]  
BILLING CODE 8025-01-M

##### **Investment Advisory Council; Public Meeting**

The U.S. Small Business Investment Advisory Council will hold a public meeting from 10 a.m. to 3 p.m. on Monday, April 24, 1995, at the ANA Hotel, located at 2900 M Street, NW., Washington, DC, to discuss such matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

For further information, write or call Ed Cleveland, U.S. Small Business Administration, 409 Third Street, SW., Washington, DC 20426, (202) 205-6510.

Dated: April 17, 1995.

**Dorothy A. Overall,**  
*Director, Office of Advisory Councils.*  
[FR Doc. 95-9861 Filed 4-20-95; 8:45 am]  
BILLING CODE 8025-01-M

#### **DEPARTMENT OF TRANSPORTATION**

##### **Office of the Secretary**

[Docket No. 50295]

##### **Exemption for Government Aircraft Owners and Operators**

**AGENCY:** Department of Transportation, Office of the Secretary.

**ACTION:** Notice of Order.

**SUMMARY:** The Department of Transportation issued Order 95-4-28 on April 17, 1995, granting an exemption from the requirements of 49 U.S.C. 41102 to the extent necessary to allow all owners and operators of government aircraft to provide not-for-hire, cost-reimbursable transportation incidental to official government business. This order was issued pursuant to 49 U.S.C. 40113.

**FOR FURTHER INFORMATION CONTACT:** Patricia L. Thomas, Chief, Air Carrier Fitness Division, X-56, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

**SUPPLEMENTARY INFORMATION:** The following is the Department's Order 95-4-28, dated April 17, 1995.

Dated: April 17, 1995.

**Patrick V. Murphy,**  
*Acting Assistant Secretary for Aviation and International Affairs.*

In the matter of Government Aircraft Owners and Operators exemption from 49 U.S.C. 41102.

##### **Order Granting Exemption**

Recent amendments to section 40102 of Title 49 of the United States Code require that certain aircraft owned by or operated for government entities now comply with additional safety-related air carrier certification and operating regulations of the Federal Aviation Administration ("FAA").<sup>1</sup> Those FAA regulations require, among other things, that such operators also obtain any applicable air carrier economic authority under 49 U.S.C. 41102.<sup>2</sup> Confusion among some government aircraft owners and operators has arisen concerning the effect on them, if any, of the statutory amendments on

<sup>1</sup> Those amendments—which are contained in the Independent Safety Board Act of 1994, Pub. L. 103-411—relate to safety only and make no changes to the Department's statutory authority or rules relating to the economic regulation of air carriers.

<sup>2</sup> See, e.g., 14 CFR 135.13(a)(3).

whether they need to obtain economic operating authority under 49 U.S.C. 41102.

The Department has long held that economic authority need not be obtained by operators of aircraft owned by or being exclusively operated for government entities so long as those aircraft are not used to engage in common carriage operations.<sup>3</sup> The Department has also held that economic authority is not required in cases where a government aircraft owner or operator receives, on a limited basis, reimbursement for transportation of non-official passengers incidental to official government business.<sup>4</sup> In such cases, the government aircraft owner or operator may not receive more than a pro-rata reimbursement of its expenses, or, if required by law, the commercial equivalent fare. Examples of situations in which such reimbursement would be permitted—or required—include transportation of a spouse of a government employee on official business<sup>5</sup> and transportation of members of the media accompanying the President on government aircraft.

The amendments to 49 U.S.C. 40102 are entirely safety-related and have no effect on the Department's economic licensing requirements, including fitness determinations made under 49 U.S.C. 41102. Imposing an economic licensing requirement where none is needed would impose an unwarranted burden on government aircraft owners and operators.

In order to avoid any confusion over the matter, we have decided that it is in the public interest to grant an exemption from the requirements of 49 U.S.C. 41102 to the extent necessary to allow all government owners and operators of aircraft to provide not-for-hire, cost-reimbursable transportation incidental to official government business.

Accordingly,

1. We grant an exemption from the requirements of 49 U.S.C. 41102 to the extent necessary to allow all owners and operators of government aircraft to provide not-for-hire, cost-reimbursable transportation incidental to official government business.

2. This order may be amended, modified, or revoked at any time, without hearing, in the discretion of the Department.

3. This order will be effective immediately, and the filing of a petition for reconsideration shall not preclude such effectiveness.

4. This order shall be published in the **Federal Register**.

Patrick V. Murphy,

*Acting Assistant Secretary for Aviation and International Affairs.*

[FR Doc. 95-9945 Filed 4-20-95; 8:45 am]

BILLING CODE 4910-62-P

### Aviation Proceedings; Agreements Filed During the Week Ended April 14, 1995

The following Agreements were filed with the Department of Transportation under the provisions of 49 U.S.C parts 412 and 414. Answers may be filed within 21 days of date of filing.

*Docket Number:* 50277.

*Date filed:* April 10, 1995.

*Parties:* Members of the International Air Transport Association.

*Subject:* CAC/Reso/180 dated April 7, 1995, 18th CAC—Expedited Resolutions: r-1—801z r-2—803 r-3—833a.

*Proposed Effective Date:* Expedited May 1, 1995.

*Docket Number:* 50288.

*Date filed:* April 13, 1995.

*Parties:* Members of the International Air Transport Association.

*Subject:* Telex TC2 Mail Vote 737, Malawi-Zimbabwe fares, r-1—042c r-2—052c r-3—062c r-4—079c.

*Proposed Effective Date:* May 1, 1995.

*Docket Number:* 50293.

*Date filed:* April 13, 1995.

*Parties:* Members of the International Air Transport Association.

*Subject:* Telex TC2 Mail Vote 738, Fares within Africa.

*Proposed Effective Date:* May 1, 1995.

**Paulette V. Twine,**

*Chief, Documentary Services Division.*

[FR Doc. 95-9884 Filed 4-20-95; 8:45 am]

BILLING CODE 4910-62-P

### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart Q During the Week Ended April 14, 1995

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart Q of the Department of Transportation's Procedural Regulations (See 14 CFR 302.1701 *et seq.*). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* 50279.

*Date filed:* April 10, 1995.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* May 8, 1995.

*Description:* Application of Executive Airlines, Inc., Flagship Airlines, Inc., Simmons Airlines, Inc., and Wings West Airlines, Inc. (d/b/a American Eagle), pursuant to 49 U.S.C. 41008 and Subpart Q of the Regulations, applies for a certificate of public convenience and necessity authorizing foreign air transportation of persons, property, and mail between any point in the United States and any point in Canada, subject to the two- and three-year phase-in conditions for Vancouver, Montreal, and Toronto set forth in the United States-Canada Air Transport Agreement signed on February 24, 1995.

*Docket Number:* 50291.

*Date filed:* April 13, 1995.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* May 11, 1995.

*Description:* Application of Khors Air Company, pursuant to 49 U.S.C. Section 41203 and Subpart Q of the Regulations, applies for a foreign air carrier permit authorizing it to provide (1) foreign charter all-cargo air transportation between the United States and Ukraine, and (2) fifth Freedom foreign charter all-cargo air transportation between the United States and third countries pursuant to Part 212 of the Regulations.

*Docket Number:* 48075.

*Date filed:* April 13, 1995.

*Due Date for Answers, Conforming Applications, or Motion to Modify Scope:* May 11, 1995.

*Description:* Seventh Amendment to Application of Laker Airways (Bahamas) Limited, pursuant to 49 U.S.C. 41302, and Subpart Q of the Regulations, amends its currently pending application to the extent necessary to permit Laker to add the terminal point New Orleans, Louisiana to the points that Laker has applied to serve from Freeport and Nassau, Bahamas.

**Paulette V. Twine,**

*Chief, Documentary Services Division.*

[FR Doc. 95-9883 Filed 4-20-95; 8:45 am]

BILLING CODE 4910-62-P

### Federal Highway Administration

#### Environmental Impact Statement: Chittenden County, Vermont

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a draft Supplemental Environmental Impact Statement will be prepared for a proposed highway project in Chittenden County, Vermont.

<sup>3</sup> See, e.g., Order 92-2-8 (issued February 7, 1992) and Order 74-2-34 (issued February 11, 1974).

<sup>4</sup> *Id.*

<sup>5</sup> In such cases, at least some federal agencies, including the Department of Transportation, require reimbursement equivalent to the full coach commercial fare.